

**I CLAIM:**

1. A turboprop powerplant comprising:

at least a compressor having a forward compressor inlet and a shaft extending axially through the compressor and having a shaft axis;

an inlet duct encircling the shaft passing therethrough, the inlet duct having an aft end in gas communication with the compressor inlet and a forward end having at least two branches each with an inlet orifice, each inlet orifice having a centroid in a radial plane through and transverse to the shaft axis, the centroids and shaft axis defining an angle less than  $180^\circ$ .

2. A turboprop powerplant according to claim 1 wherein the powerplant has at least two forward lateral engine mounting surfaces, and wherein the branches have outer duct walls disposed within a space envelope clear of the lateral engine mounting surfaces.

3. A turboprop powerplant according to claim 2 comprising symmetric left and right outboard forward lateral engine mounting surfaces, and symmetric left and right branches of the inlet duct.

4. A turboprop powerplant according to claim 1 comprising an upwardly offset reduction gearbox having an input engaging the engine shaft.

5. A turboprop powerplant according to claim 4 comprising a forwardly extending reduction gearbox having an input engaging and concentric to the engine shaft.

6. A turboprop powerplant according to claim 4 having a forward top engine mounting surface located on said gearbox.

7. A turboprop powerplant according to claim 5 having a forward top engine mounting surface located on said gearbox.

8. A turboprop powerplant according to claim 4 comprising a propeller driven by an output of said gearbox.

9. A turboprop powerplant according to claim 5 comprising a propeller driven by an output of said gearbox.

10. A turboprop powerplant according to claim 1, wherein the inlet orifices are disposed below the shaft axis of the engine.

11. A turboprop powerplant according to claim 1, wherein the angle is  $90^\circ$  or less.

12. A turboprop powerplant comprising:

at least a compressor having a forward compressor inlet and a shaft extending axially through the compressor and having a shaft axis;

an inlet duct encircling the engine shaft passing therethrough, the inlet duct having an aft end in gas communication with the compressor inlet and a forward end having at least two branches each with an inlet orifice, wherein the engine has at least two forward lateral engine mounting surfaces, and wherein forward ends of the branches have outer duct walls disposed within a space envelope clear of the lateral engine mounting surfaces, the space envelope subtending an angle of less than  $180^\circ$  about and transverse to the shaft axis.